

No. 837,230.

PATENTED NOV. 27, 1906.

J. O. JORGENSEN.

SLED.

APPLICATION FILED APR. 28, 1906.

Fig. 1.

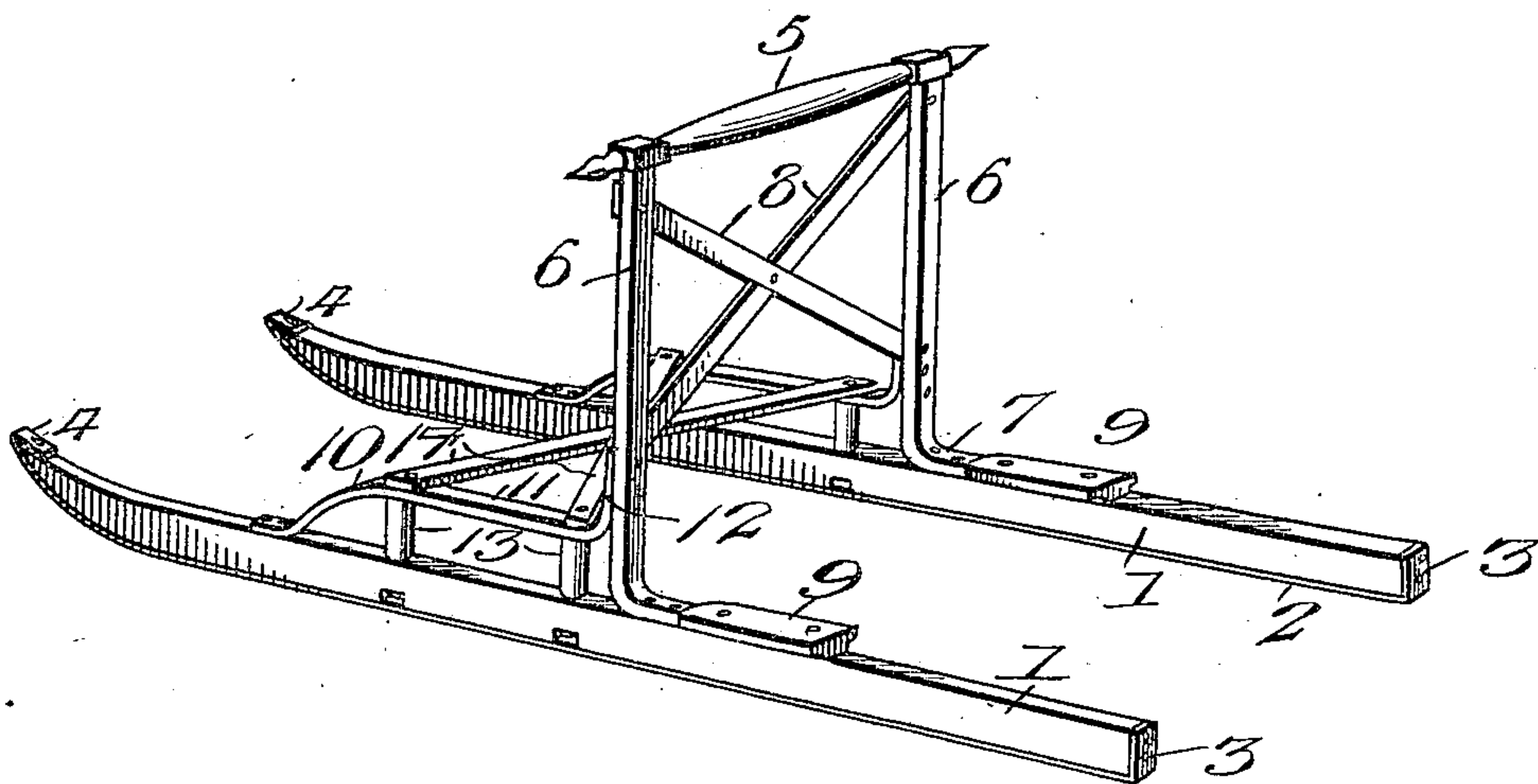
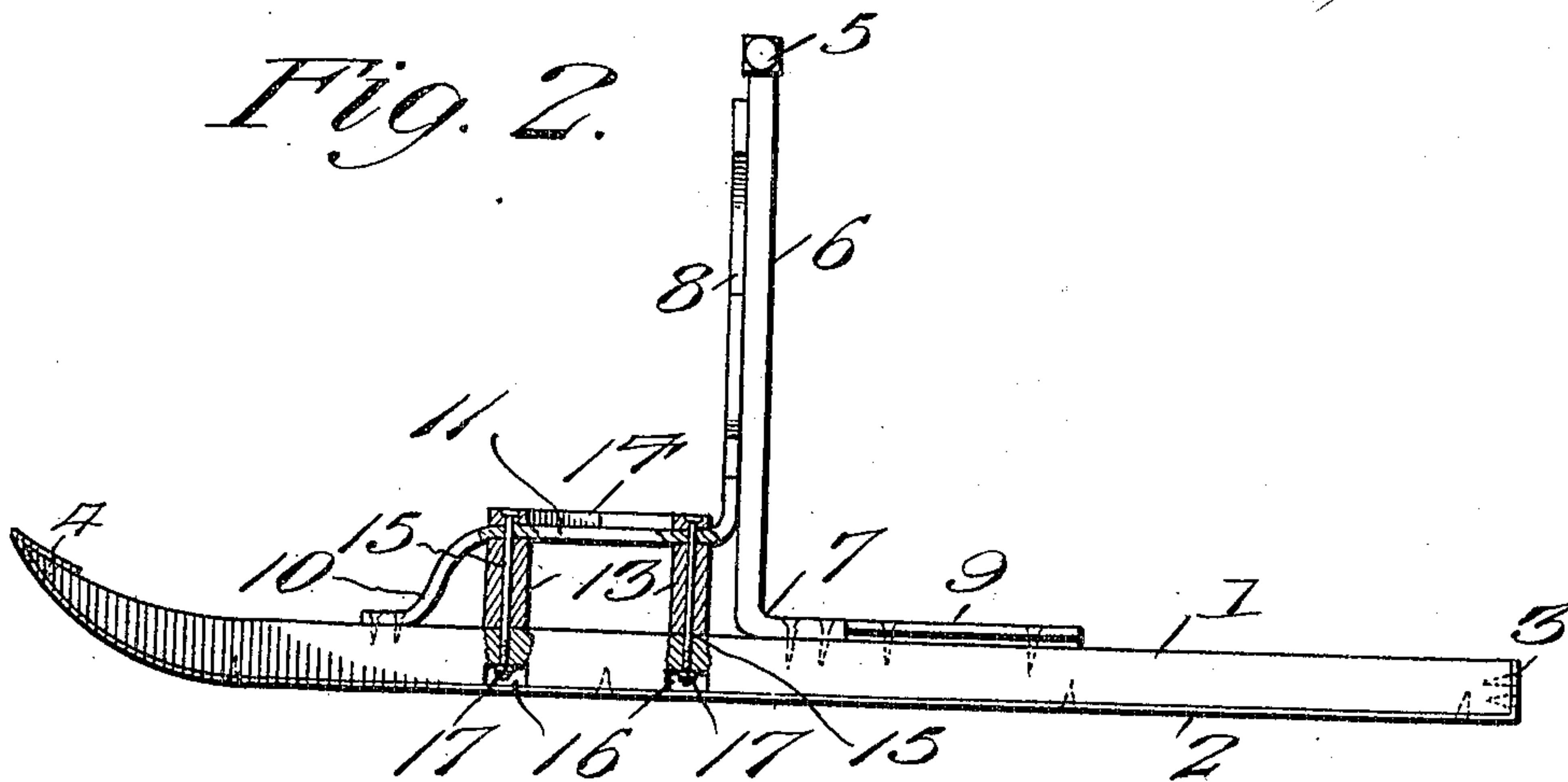


Fig. 2.



Witnesses
O. P. Smith
D. L. Thompson

Inventor
John O. Jorgenson

By *Victor J. Evans*

Attorney

UNITED STATES PATENT OFFICE.

JOHN O. JORGENSEN, OF KANSAS CITY, MISSOURI.

SLED.

No. 837,230.

Specification of Letters Patent.

Patented Nov. 27, 1906.

Application filed April 28, 1906. Serial No. 314,172.

To all whom it may concern:

Be it known that I, JOHN O. JORGENSEN, a citizen of the United States, residing at Kansas City, in the county of Jackson and State of Missouri, have invented new and useful Improvements in Sleds, of which the following is a specification.

The invention relates to an improvement in sleds designed, primarily, for manual propulsion along snow-covered roadways.

The main object of the present invention is the production of a sled of sectional formation in which the minimum number of parts necessary to the requisite strength are utilized, the particular arrangement of such parts providing for an effective bracing connection whereby the device is of extreme strength and durability.

With the above object in view the invention consists in certain specific details of construction, which will be fully described in the following specification, reference being had particularly thereof to the accompanying drawings, in which—

Figure 1 is a perspective view of a sled constructed in accordance with my invention. Fig. 2 is a vertical longitudinal sectional view of the same.

Referring particularly to the drawings, my improved sled comprises duplicate runners 1, which may be of any desired length and formation in cross-section, being preferably of squared formation and constructed of wood. To the lower surface of each runner is secured a shoe 2, preferably a metallic strip coextensive in width with the width of the runner and terminally bent to engage the rear end of the runner, as at 3, and shaped at the forward end to embrace the point of the runner, as at 4. The runners are of course to be appropriately shaped at the forward ends, being preferably formed on a slight upper curve to provide for riding over obstructions, as is shown in the device of this character.

The handle-bar 5 is supported above and transverse the runners through the medium of standards 6, which are secured at their upper ends to the handle and are rearwardly bent at their lower ends to provide extensions 7 designed to rest squarely upon and be secured to the upper surface of each runner. By preference the standards 6 are disposed about centrally of the length of the runners and are suitably interbraced through the medium of cross-bars 8, connecting the respective standards above the runners.

The foot-rest 9 is secured upon the upper surface of each runner immediately in rear of the extensions 7 of the standards, said foot-rest being preferably of greater width than the runner. The standards are further pressed relative to the runners through the medium of brace-bars 10, which are secured at their upper ends to the runners in advance of the standards and curved upwardly and rearwardly from said connection to a point above the runners, as at 11, and terminating in contact with the standards, being bent upwardly at their rear ends to provide forwardly-arranged projections 12, designed to bear against and be firmly secured to the standards. The portion 11 of each of the brace-bars is supported directly from the runner through the medium of posts 13, disposed at the respective ends of the portion 11 and bearing at their lower ends upon the surface of the runner and at the upper ends directly beneath the brace-bar. The respective brace-bars are connected through the medium of crossed tie-rods 14, which project from the respective ends of the portion 11 of the brace-rods, preferably directly overlying the posts 13. The ends of the rods are secured in position through the medium of bolts 15, which extend through said rods, the brace-bars, posts 13, and into the runner, the lower surface of the latter being recessed at this point, as at 16, to receive the threaded ends of the bolts and permit the use of nuts 17 to secure the bolts against displacement.

While obviously capable of being constructed of any desired material, it is my preference that all parts of the sled of this invention, with the exception of the shoes 2 and bolts 15, be constructed entirely of wood, the necessary bending of the standards and brace-bars being gained by the usual steaming or other processes.

In use the operator, or two operators, if desired, may propel the sled by resting one foot upon the adjacent foot-rest 9 and utilizing the other as a driving means in an obvious manner, the guiding of the sled being relatively accomplished by proper use of the handle 5. The tie-rods 14 provide, in effect, an additional seat to accommodate a rider or to provide for the carrying of an article.

The construction described is simple, and owing to particular arrangement of the brace-bars presents a light, compact, and extremely durable sled, which while primarily

designed for manual propulsion will be equally serviceable in coasting or analogous use, in which event of course the rider will utilize both foot-rests as supports.

5 Having thus described the invention, what is claimed as new is—

1. A sled comprising runners, a handle disposed above and transverse the runners, a combined handle and brace bar terminally
10 connected to each runner and to each standard, each bar intermediate its end connections being projected in parallel relation to the runner, posts connecting said parallel portion of the bar with the runner, and bolts
15 passed through the bars, post and runner.

2. A sled comprising runners, a handle disposed above and transverse the runners, a combined handle and brace bar terminally
20 connected to each runner and to each standard, each bar intermediate its end connections being projected in parallel relation to the runner, posts connecting said parallel portion of the bar with the runner, and bolts

passed through the bars, post and runner, and tie-rods connecting the respective bars
25 and secured in place by the said bolts.

3. A sled comprising runners, a handle disposed above and transverse the runners, a combined handle and brace bar terminally
30 connected to each runner and to each standard, each bar intermediate its end connections being projected in parallel relation to the runner, posts connecting said parallel portion of the bar with the runner, and bolts
35 passed through the bar, post and runner, and tie-rods connecting the respective bars and secured in place by said bolts, and foot-rests supported on each runner in rear of the standards, said foot-rests being of greater
40 width than the runner.

In testimony whereof I affix my signature in presence of two witnesses.

JOHN O. JORGENSEN.

Witnesses:

W. E. PARKER,
A. A. SCHAD.